



BY: sharpsb

ORIENTATION OF SIGN FACES

The diagram illustrates a highway cross-section with a central median and travel lanes on both sides. Key features and labels include:

- (TANGENT)**: A line segment on the left side, perpendicular to a vertical line, indicating a tangent point.
- (CHORD)**: A line segment on the left side, perpendicular to a vertical line, indicating a chord point.
- 500'**: A dimension line indicating a distance of 500 feet.
- 90°**: Multiple right-angle symbols indicating perpendicular intersections.
- MEDIAN**: The central dividing line between the travel lanes.
- EDGE OF TRAVELLED ROADWAY**: Labels pointing to the boundaries of the travel lanes on both sides.
- ***: A symbol indicating a specific point or feature on the right side.

OVER 30 FEET FROM TRAVELLED ROADWAY TO NEAR EDGE OF SIGN - 90°

ROADSIDE SIGNS

- DESIGN STRESS

CHAMFER

OVERHEAD SIGNS

1. VERTICAL ALIGNMENT
 - POSITION PANELS FOR ALL OVERHEAD STRUCTURES SO THAT PANEL FACE IS PLUMB.
2. OVERHEAD SIGN STRUCTURES SHALL NOT BE ERECTED WITHOUT ATTACHING LUMINARIES SUPPORTS AND/OR SIGN.
3. HORIZONTAL ALIGNMENT
 - A). POSITION ALL OVERHEAD SIGNS SO THAT THE FACE OF THE PANEL IS AT RIGHT ANGLES TO THE NORMAL EDGE OF ROADWAY, IF ON A STRAIGHT ROADWAY SECTION.
 - B). POSITION ALL OVERHEAD SIGNS SO THAT THE FACE OF THE PANEL IS AT RIGHT ANGLES TO THE TANGENT OF THE CURVE AT SIGN LOCATION, IF ON A HORIZONTAL CURVE.
 - C). POSITIONING OF SIGNS AT GORES AND RAMP SEPARATIONS IS REFERRED TO THE NORMAL EDGE OF THE MAINLINE ROADWAY.
4. VERTICAL CLEARANCE
 - A). OVERHEAD SIGNS SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 17'-9" FROM ROADWAY TO THE BOTTOM OF LIGHT FIXTURES. ALL LIGHT FIXTURES ARE TO BE AT THE SAME ELEVATION ONLY ON AESTHETIC STRUCTURES.
 - B). IF THE CONTRACTOR CANNOT OBTAIN 17'-9" (SEE 3A) CLEARANCE, HE IS TO CEASE WORK AND CONTACT THE PROJECT ENGINEER FOR FURTHER INSTRUCTIONS. THE PROJECT ENGINEER MAY CONTACT THE TRAFFIC ENGINEERING DIVISION FOR ASSISTANCE.
 - C). ON UNLIT OVERHEAD SIGNS, THE MINIMUM CLEARANCE TO BOTTOM OF SIGN: 20'-9".

PROJECT REQUIREMENTS

1. ALL NEW SIGNS ON THIS PROJECT ARE TO HAVE NON-REFLECTIVE (BLACK COPY) OR HIGH-INTENSITY REFLECTIVE (ALL OTHER COLORS) SHEETING BACKGROUND AND COPY. REFLECTIVE SHEETING SHALL BE TYPE III ENCAPSULATED LENS REFLECTIVE ELEMENT MATERIAL.
2. ALL NEW EXTRUDED ALUMINUM PANELS ARE TO HAVE DEMOUNTABLE COPY.
3. ALL NEW SHEET ALUMINUM SIGNS ARE TO HAVE NON-DEMOUNTABLE COPY.
4. THE FOLLOWING MINIMUM THICKNESS SHALL BE USED FOR THE APPROPRIATE WIDTH OF SHEET ALUMINUM BLANKS.

<u>LONGEST DIMENSION</u>	<u>MINIMUM THICKNESS</u>
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UP TO 12"-----	0.040"
GREATER THAN 12" TO 24"-----	0.063"
GREATER THAN 24" TO 36"-----	0.080"
GREATER THAN 36" TO 48"-----	0.100"
OVER 48"-----	0.125"

SHA STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION
US 1 (BELAIR ROAD)
FROM COTTINGTON ROAD TO INDIA AVENUE

GENERAL NOTES AND PROPOSALS

SCALE	<u>NONE</u>	DATE	<u>MARCH 2008</u>	CONTRACT NO.	<u>BA4855187</u>
DESIGNED BY	<u>SBS</u>	COUNTY	<u>BALTIMORE</u>		
DRAWN BY	<u>SBS</u>	LOGMILE	<u>03000119.50-03000119.83</u>		
CHECKED BY	<u>BAB</u>	TIMS NO.	<u>I-425</u>		
FAP NO.	<u>SEE TITLE SHEET</u>	TOD NO.			

DRAWING NO.	SN-1	OF	SHEET NO.	29	OF	38
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APPROVALS	
TEAM LEADER	<i>[Signature]</i> 5-6-70
ASST. DIV. CHIEF	<i>[Signature]</i> 5-7-70 for Amy Beall
DIVISION CHIEF	<i>[Signature]</i> for W. Head 5/6/70
	Woodward / T. Hicks 5/6/70

	REVISIONS
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